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COUNTRY Germany (Soviet Zone)

SECURITY INFORMATION REPORT

SUBJECT Soviet Rail Movements

EVALUATION

PLACE OBTAINED

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 3 October 1951

REFERENCES

PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

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1. rail shipments of military goods between 6 and 10 September 1951:

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Shipment	From-To and Date
5 flatcars with steel rods	Berlin-Weissensee to Ketschendorf 6 September
1 boxcar with barley	Frankfurt/Oder to Waensdorf 6 September
4 boxcars	Frankfurt/Oder to Eberswalde 6 September
2 tank cars with gasoline	Frankfurt/Oder to Jueterbog 6 September
1 boxcar	Frankfurt/Oder to Dallgow-Doeberitz 6 September
1 boxcar	Frankfurt/Oder to Dresden-Neustadt 6 September
1 boxcar	Frankfurt/Oder to Jueterbog 6 September

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Shipment	From-To and Date
26 boxcars	Frankfurt/Oder to Juetertog 7 September
1 boxcar	Frankfurt/Oder to Jueterbog 7 September
1 refrigerator car with meat	Frankfurt/Oder to Lieberose 7 September
15 boxcars	Frankfurt/Oder to Fuerstenberg/Mecklenburg 7 September
10 boxcars	Frankfurt/Oder to Erfurt 8 September
2 flatcars with steel rods	Berlin-Weissensee to Ketschendorf 9 September
1 boxcar and 2 flatcars with 3 AA guns	Strausberg to Dallgow-Doeberitz 8 September
1 boxcar	Alt-Luedersdorf to Muellrose 10 September
2 flatcars with signal trucks	Schwepnitz to Pieskow 10 September
2 gondola cars with engineer equipment	Anklam to Ketschendorf 10 September
1 boxcar with mess gear	Frankfurt/Oder to Bernburg 10 September
1 refrigerator car with meat	Frankfurt/Oder to Lieberose 10 September

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2. Shipments passing through the Wustermark railroad station on 12 September included: 6 boxcars with ration supplies from Juterbog to Dallgow-Doeberitz, and 6 flatcars with trucks from Koenigswusterhausen to Neustrelitz

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3. Shipments [redacted] of the 3d Subdistrict Office of the Berlin railroad district included an ammunition train of 26 boxcars and 15 crashcars from Dresden to Toepchin on 7 September, and another ammunition train from Toepchin to Zossen on 9 September. Fourteen boxcars of the train on 9 September proceeded to Moenchleipisch and 27 boxcars to Altengrabow. 50X1-HUM

4. [redacted] two special trains, each consisting of 10 boxcars with nitrocellulose, 20 crashcars and 1 escort car, would run from Gransee to Langensalza on 23 August and 1 September respectively. Special safety precautions were ordered regarding the movements of these trains.

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5. The following operational directive of the Greifswald railroad district, issued at 2:40 p.m. on 31 August [redacted] "On 31 August 1951, Train [redacted] of 8 cars with nitrocellulose marked by danger flags for explosive cargo, 1 escort car and 2 sets of crashcars with 20 axles each in front and at the end runs from Gransee to Schoenebeck/Elbe on the following route .... All cars must be tightly coupled. No cars other than those specified are to be added to the train. Loading and dispatching has to be performed according to the regulations contained in Annex 8 of the Railroad Traffic Directive, Class Ia, Paragraph 21, while the movement of the train is to be effected in accordance with Annex 27 of the Operational Directive. At railroad stationsthrough which the train passes adjacent tracks are to be kept open if possible. The train guard is always on the rear car. The locomotive engineers and the train escorting personnel are to be instructed on safety measures. The movement of the train is to be closely controlled." **

[redacted]

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SECURITY INFORMATION

[redacted]

** [redacted] Comment. The ammunition train mentioned in paragraph 5 is believed to have been one of the two trains mentioned in paragraph 4.

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